

PATENT APPLICATION
Attorney Docket No. Q64382

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of

Tomohisa NISHIKAWA et al.

Group Art Unit: Not yet assigned

Divisional of Application No.: 09/302,999

Examiner: Not yet assigned

Confirmation No. Not yet assigned

Filed: May 14, 2001

For: RUBBER-STEEL CORD COMPOSITE AND PNEUMATIC TIRE
FOR PASSENGER CARS

PRELIMINARY AMENDMENT

Commissioner for Patents
Washington, D.C. 20231

Sir:

Prior to examination, please amend the above-identified application as follows:

IN THE SPECIFICATION:

The specification is amended as follows:

Replace the first full paragraph on page 1 with the following paragraph:

This is a divisional of Application No. 09/302,999 filed April 30, 1999, the disclosure of which is incorporated herein by reference. The present invention relates to a rubber-steel cord composite and a pneumatic tire for passenger cars. More particularly, it relates to a rubber-steel cord composite showing excellent adhesion at high temperatures and excellent durability, and a pneumatic tire for passenger cars showing excellent durability without any adverse effect on performance in an inflated condition in which pressure inside the tire (hereinafter referred to as internal pressure) is maintained and which can be safely used under decreased internal pressure.

Replace the fourth full paragraph on page 2 with the following paragraph:

It is suggested in JP-A 56-131404 that a cord having a 1+5 structure may be formed using a core filament made to have a slightly wavy shape. However, because the diameter of the

PRELIMINARY AMENDMENT
U.S. Application No. (Not yet assigned)
Divisional of Application No. 09/302,999

core filament is smaller than the diameter of the sheath filaments, the above structure has drawbacks in that gaps between sheath filaments are small to make the penetration of rubber difficult, that the effect obtained by the wavy shape decreases due to decreased rigidity of the core filament and that the strength decreases when the core filament is shaped to a larger degree to improve penetration of rubber.

IN THE CLAIMS:

Please cancel claims 1-4 without prejudice or disclaimer.

REMARKS

Entry and consideration of this Amendment is respectfully requested.

Respectfully submitted,



Neil B. Siegel

Registration No. 25,200

SUGHRUE, MION, ZINN,
MACPEAK & SEAS, PLLC
2100 Pennsylvania Avenue, N.W.
Washington, D.C. 20037-3213
Telephone: (202) 293-7060
Facsimile: (202) 293-7860

Date: May 14, 2001

APPENDIX

VERSION WITH MARKINGS TO SHOW CHANGES MADE

IN THE SPECIFICATION:

The specification is amended as follows:

In the first full paragraph on page 1, please make the following changes:

This is a divisional of Application No. 09/302,999 filed April 30, 1999, the disclosure of
which is incorporated herein by reference. The present invention relates to a rubber-steel cord composite and a pneumatic tire for passenger cars[, and more particularly]. More particularly, it
relates to a rubber-steel cord composite showing excellent adhesion at high temperatures and excellent durability, and a pneumatic tire for passenger cars showing excellent durability without any adverse effect on performance in an inflated condition in which pressure inside the tire (hereinafter referred to as internal pressure) is maintained and which can be safely used under decreased internal pressure.

In the fourth full paragraph on page 2, please make the following change:

It is suggested in JP-A 56-131404 that a cord having [the] a 1+5 structure may be formed using a core filament made to have a slightly wavy shape. However, because the diameter of the core filament is smaller than the diameter of the sheath filaments, the above structure has drawbacks in that gaps between sheath filaments are small to make the penetration of rubber difficult, that the effect obtained by the wavy shape decreases due to decreased rigidity of the

PRELIMINARY AMENDMENT
U.S. Application No. (Not yet assigned)
Divisional of Application No. 09/302,999

core filament and that the strength decreases when the core filament is shaped to a larger degree to improve penetration of rubber.

IN THE CLAIMS:

Claims 1-4 are canceled.

(1)
(2)
(3)
(4)
(5)
(6)
(7)
(8)
(9)
(10)
(11)
(12)
(13)
(14)
(15)
(16)
(17)
(18)
(19)
(20)